There are 12 security checkpoints shown on **Exhibit II-53**, through which the DOA controls and monitors the airfield. In addition, there are continuously locked gates located along the perimeter for airport maintenance and/or emergency vehicle use.

Exhibit II-54 illustrates the primary service road system. The roads depicted are airside service roads, to which access requires passing through the security checkpoints. The descriptions of the service road network, which use commonly known names for road segments, are as follows:

- *Hangar Area Road* surrounds the hangar area on three sides to the northwest, northeast, and southeast. This road connects at each end to Tank Farm Road.
- Tank Farm Road extends from the fuel tank farm on the northwest side of the Airport, southeast along Taxiway T, turning east on the north side of Taxiway M, to the East Cargo Area.
- *The Tunnel Service Road* connects Tank Farm Road with the Southwest Cargo Area under the intersection of Runways 9R-27L and 14R-32L.
- Snow Road is located north of Taxiway M, between Taxiways M5 and M7.
- *AMC Road* connects the East Cargo Area with the AMC from the International Taxilane service road around the ends of Runways 22L and 27L to Guard Post 4A.
- *Old Haul Road* is a segment of service road running from Tank Farm Road along the west perimeter of the Airport (near the Runway 9R end) to the Southwest Cargo Area.
- *Post Office Road* links the Tunnel and Old Haul Roads with the U.S. Post Office facility along the Southwest Cargo Area.
- *Southeast Service Road* extends around the end of Runway 4R, connecting Post Office Road with the Site 19 development area in the Southeast Services Area.

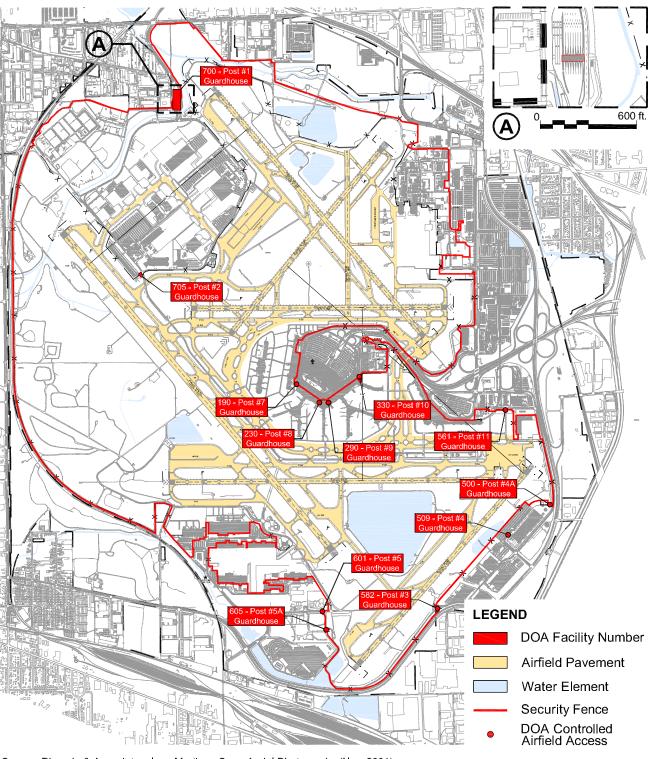
Exhibit II-55 illustrates the locations of snow dump facilities.

2.7 Ground Access

The Airport is surrounded by a ground transportation system that includes regional highways and expressways, major arterial roadways, public transit facilities, and railroads. On-Airport, the interface to the regional system includes roadways, parking areas, rental car facilities, and links to passenger rail systems. This section discusses these on- and off-Airport ground transportation facilities.

The discussion of ground access facilities is categorized into the following groups:

- Roadways
- Public Parking
- Employee Parking
- Rental Car Facilities
- Commercial Vehicle Staging
- Railroads
- Public Transit



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001); Department of Aviation Airport Management and Records

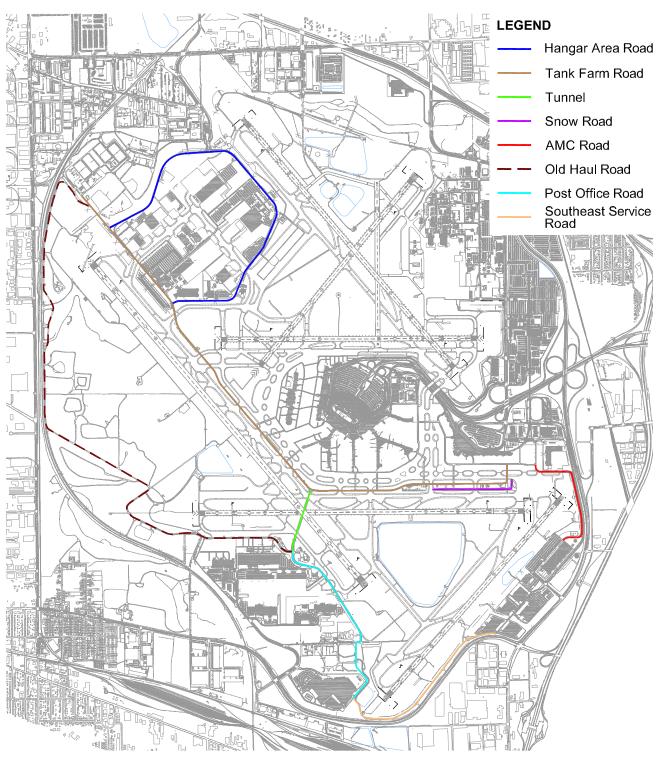
Prepared by: Ricondo & Associates, Inc.

Exhibit II-53





Existing DOA Airfield Access



Source: Ricondo & Associates, Inc., Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records

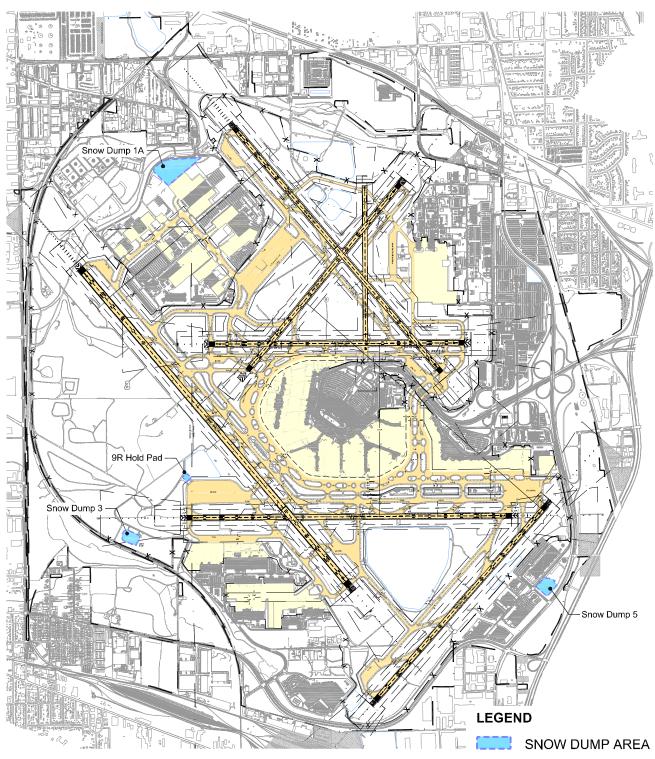
Prepared by: Ricondo & Associates, Inc.

Exhibit II-54





Primary Service Road System



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001); Department of Aviation Airport Management and Records

Department of Aviation Airport Management and Records

Prepared by: Ricondo & Associates, Inc.

Exhibit II-55



Snow Dump Areas

2.7.1 Roadways

O'Hare supports an on-Airport roadway system that serves as the landside interface between the regional roadway system and the terminal curbfront facilities supporting the Airport. The discussion of roadways is categorized into regional (i.e., off-Airport) roadways, on-Airport roadways, and terminal curbfronts.

2.7.1.1 Regional Roadway Facilities

Regional roadways carry Airport-related traffic, but are primarily used for non-Airport trips. Traffic volumes on these roadways are high, as they service a densely developed urban area and carry a large number of trips through the area. Historically, area traffic peaks in the late afternoon when the commuter traffic overlaps with the peak period in the Airport-related traffic.³

I-190 is the primary access route to and from the Airport and connects with the two regional expressways in the vicinity of the Airport, I-90 and I-294. Additionally, I-290 lies to the south and west of the Airport. The following paragraphs describe the characteristics of these four regional expressways, which are depicted in **Exhibit II-56**.

- *I-190* connects two interstate highways, I-90 and I-294, with the Terminal Core Area and is the primary access route to and from the Airport. The portion of I-190 from Bessie Coleman Drive to its junction with I-90 is under the jurisdiction of the Illinois Department of Transportation (IDOT), and the portion west of Bessie Coleman Drive is on Airport property. In 1998 and 1999, minor ramp/roadway modifications were made to the I-190 westbound and eastbound lanes. In the westbound direction, the right lane of I-190 between the Illinois State Highway Tollbooth and the west side of the Mannheim Road interchange, which previously served as a ramp-merge lane, was converted to a through lane to accommodate traffic exiting the tollbooth. This traffic lane is shared with vehicles entering and exiting Mannheim Road. In the eastbound direction, the right shoulder of I-190 near the Mannheim Road interchange was fitted with overhead lane signals to allow vehicles to use the shoulder at designated peak times. I-190 has ramp connections with I-90, I-294, and with two arterial roadways: Mannheim Road (full interchange) and River Road (full interchange).
- *I-90 (Northwest Tollway/Kennedy Expressway)* to the north of the Airport, is an east-west interstate highway linking the Airport to downtown Chicago. In the vicinity of the Airport, I-90 has six lanes, and it has ramp connections with I-190, I-294, and with three arterial roadways: Lee Street (partial interchange with access restricted to eastbound I-90 and from westbound I-90), Elmhurst Road (partial interchange with access restricted to eastbound I-90 and from westbound I-90), and Devon Avenue (partial interchange with access restricted to westbound I-90).
- *I-294 (Tri-State Tollway)*, located east of the Airport, is a bypass highway along the west side of the City of Chicago, connecting with I-94 north of the City and I-80 south of the City. I-294 has six to eight lanes. In the vicinity of the Airport, I-294 has ramp connections to I-190, I-90, and Irving Park Road (partial interchange with access restricted to northbound I-294 and from southbound I-294).

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³ Chicago O'Hare International Airport, O'Hare Modernization Program, Surface Transportation Survey, Kimley-Horn and Associates, Inc., January 2003.